

CANIZE CITY COUNCIL WITH SCANT CEREMONY

lection of Officers Brings No Surprises—Adams and Peters Succeed Themselves.

LYDE H. RATCLIFFE NAMED

chosen Vice-President of Lower Branch—Joseph E. Powers Again Made Vice-President of Board. Ben August Makes Speech.

Both branches of the City Council organized yesterday afternoon for the new term. The organization was effected with scant ceremony, and within a few minutes after City Clerk Ben T. August called the bodies to order for the election of officers.

The election developed no surprises. William H. Adams, of Jefferson Ward, was chosen president of the Board of Aldermen, to succeed himself, and Joseph E. Powers, of Madison Ward, was elected vice-president of the same body. Likewise succeeding himself in office. For the fifth consecutive time Lee Peters, of Clay Ward, was elected president of Common Council, as well as his predecessor. Clyde H. Ratcliffe, of Lee Ward, was elected vice-president of the Common Council to succeed Morgan R. Mills, of Jefferson Ward, who failed of re-election.

CITY CLERK AUGUST

OPENING MEETING WITH SPEECH

City Clerk August convened the Common Council at 5:30 o'clock in the afternoon with a short speech to the members. Councilmen who have served in the body said that it was the longest speech ever made by Mr. August during a session of the lower branch.

The Common Council elected on the ninth day of June, 1914, for the term commencing September 1, 1914, and ending on the last day of August, 1915, said Mr. August, "has met for the purpose of organization. In calling the body to order, and in bidding you welcome which will add to the prosperity and happiness of our citizens, and bring to each of you individually that satisfaction which is the unfulfilling result of duty faithfully and impartially performed."

The members, old and new, applauded the speech and the new Council began its career in an era of good feelings. A minute after Mr. August declared nominations closed, in order to expedite the opening of the session, he declared the Common Council and Councilman Section dominated. Mr. Peters. There were no other nominees, and Mr. Peters was elected unanimously. He made a short speech of acceptance and took the chair.

RAFFLE IS CHOSEN

FOR VICE-PRESIDENCY

President Peters called for nominations for the vice-presidency, and Councilman Howell, of Lee Ward, nominated his colleague, Lyde H. Ratcliffe. Mr. Ratcliffe was without opposition and he was chosen unanimously. He made a short address to the body, expressing his gratefulness for the mark of confidence bestowed upon him by his fellowmen.

The Council adopted a resolution offered by Councilman Pollock, making the rules of the first council, the rules that shall govern the new Council, and providing for the permanent seating of the new members. It passed unanimous, and was referred to the committee on nomination from this city to the American Yacht Watersway Association, which will be held in New York October 22-27.

It issued a joint resolution requesting the joint committee on the reconditioned buildings and directing it to proceed with the undertaking from the point at which it was left by the committee which was dissolved with the death of the old Council.

The new Council is constituted as follows:

Common Council.

Clay Ward—Edgar B. English, T. Gray Haddon, P. Parsons Fletcher, Clarence Leeteat and Robert Lee Peters.

Jefferson Ward—George H. Lunnen, Jefferson E. Powers, George W. Rogers, William E. Sullivan and Joseph B. Welsh.

Lee Ward—Claude L. Barkins, W. H. Bam D. Butler, Edgar H. Ferguson, Fred H. Powell and Clyde H. Ratcliffe.

Madison Ward—Harvey E. Atkinson, Leonard J. Cheatwood, Edward R. Fultner, Carter C. Jones and Gilbert K. Polk.

Board of Aldermen.

Clay Ward—John J. Mitchell, Lawrence Paul and Ortlieb Puffer.

Jefferson Ward—W. H. Adams, H. W. Melton and A. C. Nelson.

Lee Ward—W. J. Gilman, Barton H. Grundy and Marx Gunst.

Madison Ward—I. T. Christian, Joe E. Powers and W. W. Workman.

SENATE DELAYS PASSAGE OF CLAYTON TRUST BILL

Administration Leaders Declare Meas-
ure Will Be Disposed of in
Few Hours To-Day.

WASHINGTON, September 1.—Discus-
sion of a flood of proposed amendments delayed passage of the Clayton antitrust bill in the Senate to-day, but administration leaders declared to-night it would be disposed of in a few hours to-morrow.

With the passage of the bill, the administration trust program will have been completed with the exception of the bill before the Senate committee on this measure. This measure to do the railroad securities bill was delayed at to-day, and in consequence the Democratic caucus on program, scheduled for to-morrow, was postponed.

An amendment to the Clayton bill offered by Senator Reed was accepted. It provided that when a corporation is adjudged a monopoly its assets shall be sold by the court to persons who will agree to accept the court's retaining jurisdiction until satisfied that this has been accomplished.

Efforts to limit the size of corporations were defeated. One proposal would have barred from interstate commerce concerns whose opportunity was so great "as to prevent substantial competition"; another fixed \$100,000,000 as maximum capitalization. Senator Poinsett's proposal that interlocked directorates in railway and mining corporations be prohibited also was defeated, 51 to 22.

Administration leaders will consult with the President to-morrow on his return from New Hampshire. The rivers and harbors bill, next on the Senate program, will be talked over, and a decision reached as to whether it shall be put through before possible adjournment.

MRS. LONGSTREET BANKRUPT

TRENTON, N. J., September 1.—Mrs. Helen D. Longstreet, widow of General Longstreet, of the Confederacy, has filed a voluntary petition for bankruptcy in the United States District Court. Mrs. Longstreet resides in Atlantic City. Her habilities are \$22,258 and assets \$18,200.

The assets are made up of property in Galveston, Tex., her former home. Mrs. Longstreet gives her occupation as that of an author and journalist.

NEW OFFICERS OF COUNCIL



W.H. ADAMS ~ PRESIDENT
BOARD OF ALDERMEN

J.S. POWERS
VICE PRESIDENT
BOARD OF ALDERMEN

R.L. PETERS PRESIDENT
COMMON COUNCIL

WEALTHY AMERICANS ARRIVE FROM EUROPE

Party of 300 on the Italian Steamer *Principessa Matilda*, which reaches New York.

CHARTERED FOR THIS TRIP

MANY ARE LEAVING COUNTRY

Presence of Empty Cabins Explained by Declaration That Others Who Wanted to Return Home Were Unwilling to Pay Fares Demanded.

Story Circulated that Czar's Men Are Preparing to Avenge Louvain by Treating Capital as Germans Treated That City.

London, September 1.—The Italian steamer *Principessa Matilda*, chartered by John E. Jones, American consul at Genoa, at a cost of \$14,000, reached New York to-day with 300 wealthy Americans aboard. Some of them paid \$7,000 for a cabin; none paid less than \$100, and the average cost was \$1,000.

The presence of empty cabins that would have accommodated 200 persons was explained by the declaration that although there were many Americans in Italy who wanted to return home, they were unwilling to pay the fares demanded.

Reaching port at almost the same hour, the *Principessa Matilda* was followed by the *Princess Alice*, with 125 passengers. The Ryndam's accommodations were choked with refugees. Scores of them were practically without funds, and twenty-seven were absolutely destitute.

OPTION GRANTED IN NAME OF THE UNITED STATES

An option on the *Principessa Matilda* was obtained in the name of the United States government by Mr. Jones at Genoa. When the option expired, Mr. Jones had not received authority from the State Department at Washington to pay the payment for the ship's passage to the government, and a party of Americans guaranteed the \$14,000.

In connection with the siege of Liege it is told here that the German artillery experts, after vainly trying every type of field gun at their command, selected a long range tortoise to the Krupp factory for a gun founded in a gun mount which was set down from a height of nearly three feet. The first shot fired from it hit the officers' mess house inside the Belgian fortifications, killing 125 men.

RUSSIAN OPERATORS AGAINST THE AUSTRIANS

LONDON, September 1.—A dispatch to the Times from St. Petersburg gives the following comment:



LYDE H. RATCLIFFE—
VICE-PRESIDENT,
COMMON COUNCIL

on the Russian operations against the Austrians.

"The Russian operations against the Austrians are considered by foreign writers to have reached the stage when decisive victories may be within reach. The capture of the railroad centre, forty miles south of Lemberg, involves the rupture of railway communication with the Austrian fortresses on the Danube and in Bukovina. Thus the Southern part of Galicia, as well as Kuklen, is severed from the rest of the country of Galicia except by circuitous routes across the Carpathians. As a result the iron ring is closing around Lemberg."

"According to the Russo-Slav, the losses suffered by the Austrians in their desperate attempt to stave off the vitalities of the Russian position in Poland aggregate tens of thousands of men."

The vessel's owners refitted the ship to suit the passengers. What had been the steerage was remodeled with cabins. The liner sailed from Genoa on August 21. Except at Gibraltar no warships were sighted. When the vessel was two days out, two Italian boys were found dead. On the 17th the two boys' bodies were found.

The steward said they had left home to escape service in the army.

The Ryndam's passengers told the usual tale of hardships in Europe and aboard ship after sailing. Many slept at night on the decks.

Mrs. Benjamin Harrison, widow of the former President, was one of the Ryndam's passengers.

CHAUNCEY DEPEW RIDES IN CATTLE CAR IN FRANCE

PHILADELPHIA, September 1.—The American liner *Merion*, flying the British flag, arrived to-day from Liverpool with 1,200 passengers.

Dr. Daniel Longaker, of Philadelphia, confirms the cable story that Captain M. DePew, president of the cattle car company, Dr. Longaker, was a passenger in the same car, he said. Mr. DePew sat on a keg part of the time, and also sat in an open doorway with his feet hanging out in a pouring rain.

Coffees of the ship said it did not appear to them that there was a great rush from Europe, as there was lots of room for more passengers at the regular rate.

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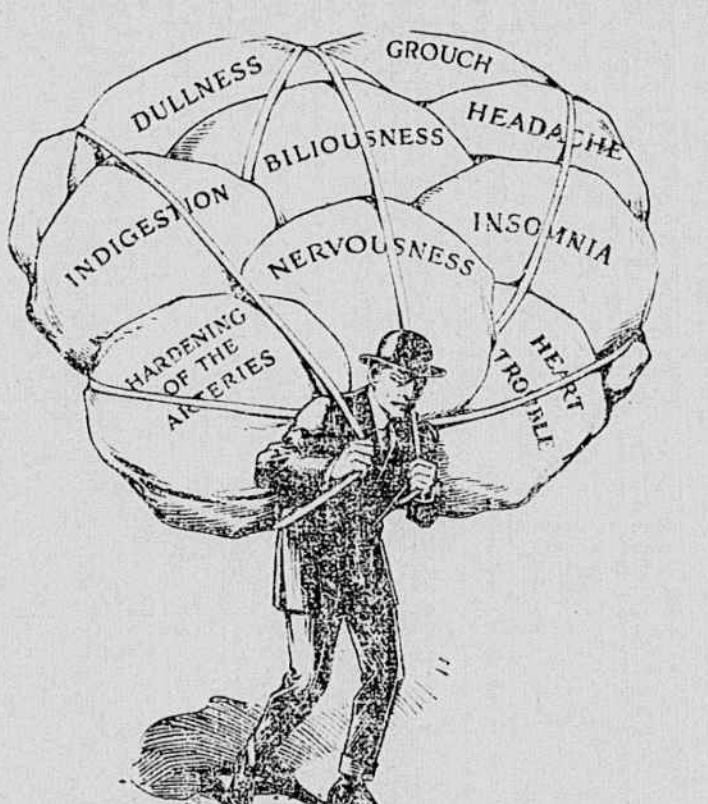
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Madison Ward—I. T. Christian, Joe E. Powers and W. W. Workman.



The White Man's Burden

People are finding out that a lot of the troubles that go to make up life's burden are caused by

Coffee Drinking

Coffee contains a drug, caffeine—about 2½ grains to the cup. It not only stands to reason, but has been demonstrated scientifically and in practical experience, that this steady drugging is a foe to health and comfort.

A great army of people have found freedom from coffee burdens by changing to

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